

NEW-YORK DAILY TRIBUNE, SATURDAY, JANUARY 14, 1854.

21 bid. \$15 added; **Long Island**, 15d bid, 15d added; **Vicksburg**, 13
bid. \$15 added; **Grand Bank**, 13 bid, 15d added; **United States Bank**,
15d bid, 25 added; **Union Canal**, 14 bid, 15d added; **Dell**.

FRIDAY, Jan. 13—P.M.

The buoyancy of yesterday afternoon was lost to day, not so much from the measurably unfavorable character of the foreign news as from the general dullness of the market, which the bulls are unable to resist. Exchange closed at 784, a decline of 4 1/2 cent; Reading declined to 783; Harken, 54; Hudson River, 67; Ave. S. Washington was firm; Niagara gas declined 4 cent. The coal shares were without much activity. Packer fell off 1 1/2 cent; Pheasant sold at 13 buy-er. Castor was at 26. The premium railroads are steady—N. Y. and N. Haven, 52; Michigan Central, 29; **Members Indiana**, 171; **Construction**, 1012. There is a fair demand for Railroad Bonds at about previous prices. The inquiry for Illinois Central continues at 111; N. Y. Central declined to 26. Government and State stocks are dull.

The Exchange market is quiet and rates heavy; Sterling 81 1/2; Paris 53 3/4. There are very few transactions.

In Freight there is more doing at about previous rates to Liverpool, 60,000 bush. Gram at 11 1/2 bid, 12,000 bush. Flour at 12 1/2; 800 bush. Cotton at 11 1/2 bid, 200 bush. Beef at 13 1/2; Bacon at 14 1/2; 500 bush. Oil at 40. To London, 2,000 bush. Flour at 4 1/2; Beef at 7; Grain at 15d, &c. to Havre, 10,000 bush. Flours at 25; 10,000 bush. Wheat 21c. To Antwerp, 7,000 bush. Rice at 17d. To Bristol, a full cartage was taken at 12d. From Dover to London, within a few days, a charter at 2 1/2 10/12. From Leghorn to this port a cargo of Logwood at 28 1/2. To California there is a good deal of business at 26 1/2 for clippers.

The receipts of the Sub Treasury are \$121,391; payments, \$140,567; balance, \$8,724.39.

The Alpha propeller, to-morrow, will take a small amount of gold dust, and the Nashville for Havre, on Monday next, will probably take a considerable quantity.

The fluctuation of receipts of the Michigan Southern and Northern Indiana Railroad for December, exceed the amount stated a few days ago. They are as follows:

Passenger. \$1,673.93
Freight. 2,683.02
Milk and Milk-products. 3,650.24

Total. \$4,607.17

Receipts, December, 1853. \$6,239.93

Interest, over-balance. \$6,467.24

We notice no change in money matters. On call the supply is good at 7 1/2 cent, and first class paper is in good request at 7 1/2 10 cent. The effect of the large disbursements for dividends during the present month is beginning to be felt in the market. The receipts from the interior are proportionately as good as during the fall season, and the merchants are generally quite easy in their finances. The Banks will probably show an increased line of discounts in the next report.

The Republic Fire Insurance Company has declared a semi-annual interest dividend of 5 1/2 cent.

The Institution for the Savings of Merchants' Clerks, and the Greenwich Savings Bank, will pay interest at the rate of 6 1/2 cent on sums of \$500 and under, and at the rate of 5 1/2 cent on the larger sums.

The company on the Allegheny County Bonds, issued to the Pittsburg and Steubenville Railroad, due 15th inst., will be paid at the banking house of Messrs. Duncan, Sherman, & Co.

The note of the Mechanics' Bank of Watertown was protested at the agency, in Albany, on Wednesday evening. This is an individual bank. Its circulation, when the September report was made, was \$47,000. Its securities deposited with the Banking Department in December, 1853, were:

Bonds and mortgages. \$11,500 United States 6% \$10,000

New-York State 6%, 22,000

Total. \$32,500

The circulation was then \$63,650.

The Exchange Fire Insurance Co. are taking fire risks at No. 4 Nassau St. Mr. George S. Doughty is President, and Eugene Plunkett Vice-President. The Directors are among our most respected citizens.

We present below the monthly statement of the receipts of the Pennsylvania Railroad for the month of December, and for the year. The receipts for the month exceed the estimate published on the 1st inst., \$9,872, and make the gross receipts for the year \$2,055,922 26, against \$1,889, 62 24 in the year 1852. Increase \$166,319 42, or about 5 1/2 cent.

Receipts for the month ending Dec. 31, 1853. \$258,872 20

Same month last year. 190,642 16

Increase. \$68,230 64

Receipts from Jan. 1, 1853, to Dec. 31, 1853. 1,838,627 34

Increase. \$66,316 42

There have come rather a larger amount of orders for our securities than usual, by the Baltic. The Collins steamers bring a large Continental mail. The Money market in London is reported easier, good bills being discounted without difficulty at 4 1/2 cent. The bankers are understood to be largely supplied with money, but are unwilling to use it in discounting long paper.

The London News indicates that Consols have been sustained by the purchases of Government, as the French Rentes are the operators of Louis Napoleon.

We hear of a purchase of \$15,000 Virginia, &c. to-day, but the price did not transpire.

From the annual report of the Western Railroad for the year ending Nov. 30, 1853, we learn that the aggregate receipts of the road during the year were \$1,525,323; the expenses for the same time amounted to \$778,487, leaving a balance of \$746,736, as the net earnings of the year. Proceeding from this we find the amount of interest on State Loans and Exchange, seven 1/2 cent, dividends to stockholders, &c., we have \$55,476 as the surplus earnings of the year, which, with the balance of the preceding year makes a surplus or contingent fund on hand, Nov. 30, 1853, of \$188,859.

The receipts of the Pittsburg and North Adams Rail during this period were \$6,732; expenses, \$6,144, leaving a net earning of \$6,38; but the Western Road Company have paid, according to the terms on which they hired the road, two dividends of three cent, amounting to \$77,000, which leaves a net loss to the company of \$721 on this road.

The increase of gross receipts of the Western road, over the year 1852, is \$184,530, that of the gross expenses, \$131,869. One important item in this increase of expenditure has been the removal of iron rails, and these removals will continue to be large until the entire line between the Connecticut and Hudson Rivers is renewed. It is probable that it will be necessary to relay at the rate of about 20 miles per annum for three years to come, and until the entire track is renewed. Eastward of the Connecticut, there being a double track, the rails are in much better condition than the single track.

The increase of business has been very great. The Corporation now own 59 engines and 1,063 passenger and freight cars, besides a share in 16 cars of the New York and Boston Express Line.

The total cost of the road and its equipments thus far has been \$30,000,000. The debt of the road for bonds, &c., is \$4,19,000 of English bonds, mostly between 1852 and 1853, and \$1,000 of the State of Massachusetts, and \$1,000 of Albany City Bonds, payable between 1860 and 1861.

To meet this debt, sinking funds, now amounting to \$1,437,535, have been established and will be sufficient to pay all liabilities when they fall due. When the debt is thus paid the stockholders will have for the five millions of stock for which they have paid a road costing over ten millions of dollars.

The receipts of Portland, Saco and Portsmouth Rail road for six months were:

Ending Nov. 30, 1853. \$51,914

Receipts for corresponding period in 1852. 74,226

Showing a gain for six months of. \$12,312

The following statement will show the receipts of the Baltimore and Ohio Railroad for the month of December:

Main Stem. Washington Branch. \$2,000

December, 1853. 824,000 70

December, 1852. 133,000 67

Increase. \$1,666,933

The receipts in each month of the year 1853 were as fol-

lows:

Main Stem. Washington Branch. \$2,000

January. 824,000 70

February. 824,000 70

March. 26,267 37

April. 20,219 54

May. 22,216 60

June. 18,067 44

July. 16,140 42

August. 21,711 42

September. 21,711 41

October. 18,737 38

November. 20,738 53

December. 20,740 53

Total. \$2,030,911 71

The receipts 1852, were \$1,517,753 02

Increase. \$503,158 19

Gov. B. of Pennsylvania, says:

"The public debt at the present time is \$10,723,325 01, to which is to be added \$1,232,459, of floating liabilities, temporary loans, &c., making the total indebtedness about \$11,955,684 01."

In relation to the Public Works, the Governor says:

"The operations on the Public Works for the year just closed, do not present a very flattering picture, as relates to net revenue. The aggregate amount of business was larger by 30 1/2 cent, than that of any former year, and the gross receipts amounted to the sum of \$1,029,425 32, or 10 1/2 cent above the sum of \$1,015,824 91 over the same period. This increase of turnover, without a corresponding increase of receipts, is the consequence of a very great reduction in the rates of tolls, a measure, in the opinion of the Canal Commissioners, demanded by

the public policy; and it may be said, that whatever has been done to the Treasury was given to extend commerce and the public expenditures for the year, according to the Report of the Canal Commissioners, amounted to the sum of \$1,177,742 55, leaving a net balance of \$75,372 32; but this sum does not include any portion of the outlay of new locomotive engines and the erection of farm bridges; the deduction of the proper proportion of these will leave the sum of \$78,752 28 as the actual net balance."

The fiscal year of the State of Maryland has been changed by the act of 1852, so as to terminate on the 30th September, instead of the 30th of November, as heretofore. The Canal Commissioners were firm; Niagara gas declined 4 cent. The coal shares were without much activity. Packer fell off 1 1/2 cent; Pheasant sold at 13 buy-er. Castor was at 26. The premium railroads are steady—N. Y. and N. Haven, 52; Michigan Central, 29; Members Indiana, 171; Construction, 1012. There is a fair demand for Railroad Bonds at about previous prices. The inquiry for Illinois Central continues at 111; N. Y. Central declined to 26. Government and State stocks are dull.

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The Boston *Advertiser* gives the annexed abstract exhibiting the condition of the Banks of Massachusetts on the first Saturday of October, 1853. The total capital of 147 banks in 1853 was \$15,150,175, against \$14,070,500, the capital of 145 banks in 1852. The bills in circulation of five dollars and upward were \$2,07,031,508; in 1852, \$17,382,915 of less than five dollars, and upward, \$1,067,500, in 1853, \$1,078,751. The public debt of Mary land is about \$15,121,000, of which \$1,000 is a loan of credit to the Baltimore and Ohio Railroad Company, the interest on which has been punctually paid by the Company. The sinking fund is nearly three millions of dollars in November last, and increasing with such rapidity that the entire debt will be liquidated thereby before its maturity at various times between the years 1870 and 1893.

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